AIRSPEED LIMITATIONS (KCAS) (M) (CONT)

NOTE

The calibrated airspeed corresponding to the maximum operating mach number 0.57 is equal to the maximum operating airspeed 250 KCAS at 21,300 feet msl, decreasing by 5 kts per 1,000 feet from 250 kts above 21,300 feet msl.

V_A	(Maneuvering)	182	
V_{FO}	(Flap operating)		
Up	to 5°	175	
5°	to 20°	155	
20°	to 40°	120	
V_{FE}	(Flap extended)		
5°	.....	175	
20°	40°	155	
V_{LO}	(Landing gear operating)	170	
V_{LE}	(Landing gear extended)	170	
V_{LLO}	(Landing Light operating)	175	
V_{TIRE}	.....	139	(True speed on the ground)
V_{WW}	(Windshield Wiper operating)	175	
V_{MC}	(Minimum control Flaps 5°)	100	
	(Flaps 20°)	93	

MANEUVERING LOAD FACTORS

Maximum Positive: 3.28 (Flaps Up)
2.0 (Flaps Down)
Maximum Negative: -1.31 (Flaps Up)

MINIMUM CREW

1 (Pilot)

R For flight into known or forecasted icing conditions, the pilot-in-command
R must have satisfied the training requirements specified in MHI Service News
R No.071/00-006* (where * is the FAA approved revision level).

TYPES OF OPERATION / REQUIRED EQUIPMENT LIST

This is a normal category airplane approved for day/night, VFR/IFR and known icing conditions when properly equipped for the intended flight. The operator of the airplane is responsible for ensuring that the proper equipment is installed, approved and operational, for the intended flight, in order to comply with Federal Aviation Regulations (FAR) Part 91.

The following listed equipment is required to be installed, approved, properly maintained, and operable for the indicated type of flight. The listed equipment is not applicable for airplanes which are to be operated under FAR Part 135. Airplanes to be operated under Part 135 should refer to the Master Minimum Equipment List developed by the FAA Flight Operations Evaluation Board.

ENGINE FAILURE

ENGINE FAILURE DURING TAKEOFF PRIOR TO LIFTOFF

1. Power Levers ..... GROUND IDLE (REVERSE AS REQUIRED)
2. Brakes..... AS NECESSARY
3. Reverse Thrust ..... AS REQUIRED TO MAINTAIN DIRECTIONAL CONTROL

CAUTION

ON OTHER THAN DRY, HARD SURFACE RUNWAYS, IT IS POSSIBLE TO APPLY MORE REVERSE THRUST THAN CAN BE COUNTERACTED BY RUDDER, BRAKES, AND NOSEWHEEL STEERING.

ENGINE FAILURE AFTER LIFTOFF - GEAR DOWN OR IN TRANSIT TO UP

If the engine failure occurs after liftoff but before the landing gear cycle is fully complete (gear UP, doors CLOSED) and continued flight is not possible

1. Landing Gear ..... DOWN
2. Operating Engine ..... POWER AS REQUIRED
3. Flaps ..... LEAVE IN TAKEOFF POSITION
4. Land straight ahead using airspeed appropriate for the airplane weight, but not less than 100 KCAS

WARNING

IF FLAPS 20° TAKEOFF IS SELECTED AND ENGINE FAILURE OCCURS AFTER LIFTOFF, CONTINUED CLIMB PERFORMANCE IS NOT ASSURED UNLESS THE LANDING GEAR HAS COMPLETELY RETRACTED, THE GEAR DOORS ARE CLOSED, AND THE FLAPS ARE AT 5° OR LESS.

ENGINE FAILURE IN TAKEOFF CLIMB - GEAR FULLY RETRACTED

1. Airspeed ..... 140 KCAS MINIMUM
2. Flaps ..... 5°
3. Failed Engine Condition Lever. EMERGENCY STOP
4. Failed Engine Power Lever .... TAKEOFF

WARNING

IDENTIFY FAILED ENGINE BY POWER ASYMMETRY AND ENGINE INSTRUMENTS. DO NOT RETARD FAILED ENGINE POWER LEVER. PLACE FAILED ENGINE POWER LEVER TO TAKEOFF POSITION DURING FEATHERING OF PROPELLER AND LEAVE THERE FOR THE REMAINDER OF THE FLIGHT.

CAUTION

RUN-CRANK-STOP SWITCH MUST REMAIN IN RUN POSITION.

ENGINE FAILURE (CONT)

ENGINE FAILURE IN TAKEOFF CLIMB - GEAR FULLY RETRACTED (CONT)

5. Flaps ..... UP
6. Airspeed ..... 150 KCAS
7. Engine Power Limit Switches .. MAN

CAUTION

PRIOR TO PLACING THE ENGINE POWER LIMIT SWITCHES TO THE **MAN** POSITION, THE OPERATING ENGINE'S POWER LEVER SHOULD BE POSITIONED SO THAT THE ENGINE WILL NOT EXCEED THE TORQUE/ITT LIMITS.

8. Operating Engine Power ..... AS REQUIRED

WARNING

AIR CONDITIONING AND PRESSURIZATION SYSTEM MUST REMAIN OFF TO ATTAIN FULL CLIMB CAPABILITY.

9. Engine Shutdown Procedure .... COMPLETE

NOTE

Single engine climb rates are best attained with wings level by use of rudder to correct for yawing tendency and using the minimum amount of spoiler necessary to maintain lateral control.

FLAP SETTING	V_{XSE}(KCAS)	V_{YSE}(KCAS)
0° (Up)	135	150*
5°	130	140
20°	125	130

*V_{YSE}, Maximum Takeoff Gross Weight, Sea Level Standard day, Flaps 0° is 150 KCAS. 150 KCAS is recommended for all weights.

LH OR RH BETA RANGE ANNUNCIATOR ILLUMINATED IN FLIGHT

Should either **BETA RANGE** annunciator illuminate in flight in other than a full stall condition and no control problem is present in rpm or yaw:

1. Affected Engine ..... SECURE PRIOR TO LANDING (USE ENGINE SHUTDOWN PROCEDURE)

or

If airplane control or rpm problem exists:

1. Affected Engine ..... SECURE IMMEDIATELY (USE ENGINE SHUTDOWN PROCEDURE)
2. Land ..... USE SINGLE ENGINE LANDING PROCEDURES